



Date:	April 25, 2008	Project #	2007147
Time:	10:00 – 11:30 AM	Project Name:	Oahu Bike Plan Update
Location:	PB Conf Rm, Alii Place, 17 th Floor	Recorded by:	G. Renard
Attendance:	Mark Garrity, PB; Faith Miyamoto, Bruce Nagao, Chris Sayers, DTS RTD; Judy Arunda, InfraConsult; Darell Young, Rachel Roper, HDOT; Tom Fee, Gail Renard, HHF		
Subject:	Coordination meeting		

Follow-up meeting held to obtain available information on station location and prototype stations for use in developing a primer on bike accessibility to transit (as part of the Oahu Bike Plan). Meeting also held to learn how bicycle access and accommodation are being addressed in the transit station planning/design process.

Station Locations

Mark indicated that detailed information (i.e., station footprints) on station locations is still not available and that the transit station planners/designers don't have much information on bike/ped facilities on or leading to the stations – other than what's in the current bike plans. There are alternatives under consideration, but no site plans for individual stations. The station locations are still changing, but should be firm by early summer. In the absence of better information, the Bike Plan will show the stations as generalized dots until more detailed information is provided.

Station Design

EIS-level design (i.e., 10% design) for all 35 LPA stations is scheduled to be completed by the end of May, with a 30% design (probably only for 19 “first project” stations) available approximately in September. The 10% design will identify affected properties and consist of line drawings with space requirement diagrams.

Station designers are aware of the need for bike racks, and will produce site plans that identify rudimentary bike facilities (all stations will be ADA accessible so, in theory, bikes should be able to move through the stations without encountering significant barriers). Although there is a general understanding that bikes will be accommodated at the stations, there is no consultant on the transit design team specifically focusing on bike accessibility/requirements.

Transit planners are developing individual station reports that address how people will access the stations (e.g., auto, ped, bike, bus, taxi, park & ride, etc.). As a general policy, the City hopes to accommodate all travel modes, on all trains, all the time. As a practical matter though, not all stations share the same demographics/demands, and some stations will be more accessible to some modes more than others due to physical and geographic factors. Also, a number of jurisdictions restrict bikes during peak hours due to capacity limitations. These factors will be vetted during the design process.

Bicycle Accessibility “Primer”

The primer will be a Bike Plan deliverable consisting of recommendations for accommodating bicycles at rail transit stations based on best practices. It will provide a toolkit for station designers that includes recommendations for, among other things, signage, parking/storage and transport of bicycles within stations (e.g., need larger elevators, guideways or wheel tracks alongside stairs, etc.). Mark thought this information would be useful to the designers.

Mark noted that, although the Bike Plan will not be completed until 2009, the EIS could reference the primer as providing general guidance, and it could be used by the designers as they develop station plans. Tom stated that the primer was scheduled to be completed in the fall of 2008 (available for the second round of workshops), but it could be moved up for use in the transit station design process.

Demand Data

Tom asked whether there were any mode split data for bikes. Per Mark, the model generally breaks out trips by mode, including bus, car and ped trips (which includes bikes). However, when estimating station demand/usage the model is not set up to account for bike trips. Stations are being designed to accommodate projected 2030 ridership.

During the week of April 28, PB transit planners/designers will meet to discuss modal access and interface at stations. Tom noted that the Bike Plan includes a demand model for bicycle access to transit. Mark requested this quantitative data, especially if it shows which stations may have higher bicycle boardings.

Tom asked about demographic data by station, which can be used in the demand model. Mark will provide it in the form of projected boardings by time of day.

Analysis of Bicycle Access to Transit Stations

The Bike Plan will not analyze bike accessibility to, and accommodation at each station in detail, but likely prioritize its efforts to address critical stations (prioritization based on urgency, potential demand, feasibility, or other factors). Mark mentioned Pearl Highlands as a potential station to consider—which will have high ridership but difficult for bikers to access.

Miscellaneous

The Public Infrastructure Map (PIM) is being updated and the guideway alignment should be adopted by Council in May. Bruce noted that individual stations would follow in a subsequent PIM amendment process (not sure of timing though).

SDOT is working on prioritization of its Priority I bike projects. It is negotiating with a consultant and hopes to begin the process later this year (probably will not start its public outreach until after the planned September round of Oahu Bike Plan meetings). DOT will initiate a Pedestrian Master Plan scheduled for 2010 which will only cover the State Highways. An updated State Bike/Ped Plan (2013) will address both bike and ped facilities (incorporating the Oahu Bike Plan recommendations).

PB design team will hold a planning session on Tuesday 4/29 8:00 AM – 12:00 to develop a modal interface for each station. Mark invited Chris and/or Tom to attend (Tom indicated he would be off island).

Action Items

Mark to provide HHF:

1. Station prototypes/typical configurations
2. Specific locations of stations
3. Station demand/boardings by mode, time of day, etc. (for use in bike plan demand model)